

Railfuture in London and the South East

quarterly branch newsletter

The *independent* campaign for a bigger better British passenger and freight rail network

Build it, but will they come? Watford-St. Albans busway plan

Hertfordshire County Council launched a consultation on their new Local Transport Plan – **Transport Vision 2050** – in late-September, open until mid-December.



or



Bus Stop

Buses stop on both sides of the road

One of the most controversial options – for some, more nightmare than vision – would see the Abbey line, a DfT-designated community rail line between St. Albans Abbey and Watford Junction stations, replaced by a Bus Rapid Transit scheme. It is one of two routes in a proposed new Hertfordshire BRT network, the other being an east-west Hemel Hempstead-Hertford route via St. Albans and Hatfield along the A414 corridor.

This may be the first British example of converting a live railway to a busway. For more information see https://en.wikipedia.org/wiki/List_of_guided_busways_and_BRT_systems_in_the_United_Kingdom. It would also be a long time since previous formal proposals to close a line and its stations – Stratford-North Woolwich in 2006, for conversion to Docklands Light Railway?

TV2050 says “A fully-operational scheme is unlikely to be realised until after 2031” and “elements of the scheme could be delivered earlier” but it is precisely that long-term uncertainty which will now bedevil any attempts to improve the railway line and its service. Using the DfT’s Early Assessment and Sifting Tool, which looks at the strategic, economic, managerial, financial, and commercial cases for schemes, the LRT alternative for the Abbey line was scored badly in one case, the financial (cost and affordability) case.

BRT “would be expected to encourage greater levels of public transport use ...” but there is only a generalised working assumption of a 15% mode shift from car use. That compares with about 10% achieved in London, with all the investment that’s gone into its dense and varied public transport network over the past 15 years!

Read more at <http://www.hertfordshire.gov.uk/your-council/consult/transportconsult/TV2050>

Build it so that they can come! Barking Riverside Extension

This c.£250million project, about two-thirds developer-funded, is a case study in how capital investment in public transport can release land for development and stimulate regeneration. Railfuture has from the outset backed this plan to expand the reach of London Overground as a timely way to deliver those benefits.

The Public Inquiry in mid-October lasted just a week. See <https://tfl.gov.uk/info-for/media/news-articles/rail-plans-to-boost-east-london>. One personal objector was left wanting the scheme rejected. See <http://barking-riverside.persona-pi.com> for details. In the expectation that the Inspector will recommend favourably and the Transport Secretary will grant TfL their legal powers, almost 11,000 sorely-needed new homes will be able to proceed safe in the knowledge that a new transport link for their 27,000 residents will be running in 2021. At present just three bus routes serve the whole area.

In response to many requests, TfL have made design provision for a future intermediate station to serve later phases of development. Just before the Public Inquiry the Mayor of London announced that TfL should take forward a cross-river DLR extension to Thamesmead from Gallions Reach, and that they would assess the case for a cross-river extension from Barking Riverside to Abbey Wood. See <https://www.london.gov.uk/press-releases/mayoral/mayor-commits-to-east-london-crossings>. After the DLR extension there may however be insufficient additional benefits generated by a cross-river Overground extension relatively nearby to justify it.



(with apologies for the ex-Mayor and soon-to-be an ex-train!)

See <https://tfl.gov.uk/travel-information/improvements-and-projects/barking-riverside-extension>

Infrastructure investment – the language of RUP and RIS

Network Rail's Enhancements Delivery Plan for the current five-year Control Period 5 until 31 March 2019, as revised by new Chairman Sir Peter Hendy CBE earlier this year, is the formal version of what is now more commonly known as the **Railway Upgrade Plan**. *Delivering for our customers - Transformation Plan July update:* <http://www.networkrail.co.uk/aspx/116.aspx>

Network Rail was nationalised in September 2014. In March 2015 the Infrastructure Act enabled creation of Highways England as a similar government-owned company, with a similar five-year programme until 31 March 2020 – the **Road Investment Strategy**.

Amendments to the RIS agreed in March 2016 were released in November [1] but most striking for we rail development campaigners is the similar language of RUP and RIS (for Strategic Road Network). The 2015 RIS summary leaflet has much in common with the 2013 London and South East Passenger Market Study! See <https://www.gov.uk/government/publications/road-investment-strategy-summary-leaflet> A comparison highlights the need for rail development campaigners to modernise our messages! What is our real USP?

ORR builds up to CP6, 2019-24

The industry regulator has published its response to feedback on its initial consultation on the Periodic review of Network Rail leading up to CP6, and issued a revised timetable for PR18. See <http://orr.gov.uk>

Of particular note is the DfT's feedback, which included this '3-D' approach: "The current intention is to distinguish separately proposals that are considered by Ministers to be worth **developing**, from those that have been developed to a stage worth **designing** in detail, and from those that are worth **delivering**."

A current consultation is on the ORR's guidance to Network Rail on its Strategic Business Plans for CP6.

National Infrastructure Commission

Under the Chairmanship of Lord Andrew Adonis, a former Transport Secretary, the NIC is developing rapidly into a major source of influence. Its most recent publication has been an interim report on the **Cambridge-Milton Keynes-Oxford corridor**, urging government to press ahead with the next phase of East-West Rail to Bedford and Milton Keynes by 2024. Railfuture contributed to the earlier Call for Evidence.

The NIC, now with its own Charter, also published its response to consultation on the process and methodology for developing the first-ever **National Infrastructure Assessment**. There is a current Call for Evidence to shape the development of the NIA with evidence, ideas and solutions. See <https://www.gov.uk/government/organisations/national-infrastructure-commission>

Re-franchising – schedule slips

Rail Minister Paul Maynard announced in November a new approach to re-franchising **InterCity West Coast** with a combined West Coast Partnership to operate services on both the West Coast Main Line and for the first 3-5 years on HS2. In a change to the advertised programme, the combined franchise will now start a year later on 1 April 2019, requiring another Direct Award for the extra year, with Expressions of Interest from prospective bidders invited this month rather than last June, and the Invitation To Tender issued a year later next October/November. With HS2 due to start in a decade's time a minimum 10-year franchise is therefore in prospect. Our local interest in this is the prospect of improved ICWC services at Watford Junction. The delay may be regrettable as the new franchise will start two years into HS2 construction works and any ensuing service disruptions, but we should probably welcome it as a reflection of lessons learned with other franchises on routes undergoing major works, such as GTR operating for almost three years post-Thameslink Programme completion and GWR with a Direct Award to remain operating throughout their route upgrade; whether the same will apply to next August's works at Waterloo, weeks after the new South Western franchise starts, remains to be seen! See <https://www.gov.uk/government/speeches/rail-franchising-intercity-west-coast-and-hs2>

Two short-listed bidders for the next **West Midlands** franchise, due to be awarded next June and start in mid-October 2017, expiring end-March 2026, had until 29 November to submit their Best and Final Offers.

DfT announced the expected 3-year Direct Award for Arriva **CrossCountry** at the end of September, until the new franchise from October 2019. Then in mid-November CrossCountry began consultation until early-January on their draft December 2017 timetable. See <https://www.crosscountrytrains.co.uk/about-us/future-timetable-consultation> where it will be noted that the only direct impact on our region is proposed withdrawal of an early-morning departure from, and an early-evening arrival at, Guildford, both curtailed at Reading.

The new **East Anglia** franchise started in mid-October. For West Anglia see <https://www.london.gov.uk/what-we-do/transport/west-anglia-taskforce>

DfT consultation for the next **East Midlands** franchise, and Expressions of Interest invitations, are expected this month. See <http://www.arailwayforgrowth.co.uk> and <https://www.gov.uk/government/publications/east-midlands-franchise-competition-prospectus>

Similar steps toward the next **South Eastern** franchise may have slipped from a June to November 2018 start.

From mid-November **London Overground** is operated by Arriva London Rail Ltd., no longer LOROL. See <https://www.london.gov.uk/what-we-do/transport/mayors-plans-rail-devolution> and, from mid-October, read <https://www.london.gov.uk/press-releases/mayoral/devolution-plans-to-deliver-transformed-services> for Overground expansion plans.

See key diary dates in www.railfuture.org.uk/Events

County Rail Strategies – more opportunities for influence

Following a six-week purdah period from mid/late-March, Thursday 4 May 2017 will be polling day in the six counties in our regional branch area: East Sussex, Essex, Hertfordshire, Kent, Surrey, and West Sussex.

The coming few weeks and months are now the time to raise local rail development issues in those areas. Individual members of Railfuture can of course do so in their personal capacity as private citizens without any reference to Railfuture. Where there are issues which it's felt Railfuture itself should be lobbying then contact a branch officer or wherever possible attend a Division meeting to raise and discuss them (see back page). We did a Manifesto for London; another for counties?

Meanwhile, these are the results of putting 'rail strategy' into their county council website searches:
East Sussex – 'Opportunities for rail improvements'
<https://www.eastsussex.gov.uk/roadsandtransport/localtransportplan/transportplans/rail>

Essex – 'Essex Rail Strategy 2006-11 and beyond'
<http://www.essex.gov.uk/Publications/Pages/Environment.aspx>

Hertfordshire – 'Rail Strategy'
<http://www.hertfordshire.gov.uk/services/transtreets/ltp/ive/supporting/rail/>

Kent – 'Rail action plan for Kent'
<http://www.kent.gov.uk/about-the-council/strategies-and-policies/transport-and-highways-policies/rail-action-plan-for-kent>

Surrey – 'The Surrey Rail Strategy'
<https://www.surreycc.gov.uk/environment-housing-and-planning/development-in-surrey/surrey-future/the-surrey-rail-strategy>

West Sussex – Searching 'all website content' rather than 'website pages' revealed 'West Sussex Transport Plan 2011-26' <https://www.westsussex.gov.uk>

Two RUG Awards in south-east

This year's awards for rail user groups bestowed the Judges' Special Award on **Richard Crane**, founder of **Bedford to Bletchley Rail Users' Association** 35 years ago and Chairman ever since. It's already 10 years since he had a train named after him to mark a mere quarter-century of devotion to the cause!

The accolade of Best Campaign went to the 20-year strong **Cambridge Heath and London Fields Rail Users' Group** as reflected in their recent report '*A brief history of the CHLFUG campaign*'. It can be found in here: <http://www.railwatch.org.uk/chlfug.html>

Details of this and previous years' award winners can be found in: <http://www.railfuture.org.uk/RUG+Awards>

Railway Upgrade Plan

ATOC is no more – long live the Rail Delivery Group! Maybe strange, but also true – the Association of Train Operating Companies has since late-October merged its identity with the RDG so they are now one.



RDG's overall campaign is *Britain runs on rail* which includes Network Rail's Railway Upgrade Plan - see <https://www.networkrail.co.uk/news/2016/jan/Railway-Upgrade-Plan-2016>. RDG's latest publication is '*Our customers, our people: a railway for the digital age*'. This follows last year's '*Britain's future, Britain's railway*'. Learn more: <http://www.raildeliverygroup.com>

"Making the link"

This paper from Campaign to Protect Rural England looks at 'Integrating transport and land use planning through Public Transport Oriented Development'. See <http://www.cpre.org.uk/media-centre/latest-news-releases/item/4374-new-thinking-on-housing-and-public-transport-can-boost-our-towns>

Airport expansion in south east

"Airport capacity solutions must include rail". So said a Railfuture press release on 24 October, the day before the government announcement favouring an additional runway at Heathrow. We called on the government to bring some joined-up thinking to the issue of airport capacity. "Airports cannot work without integrated transport links. Our economy needs an effective, efficient and integrated transport system to sustain the economic development of the UK, and we'll continue to depend on world trade." said Chairman Chris Page. "So if the government wants to increase airport capacity there are two key issues it needs to think about: how to spread the economic benefits across the UK, and how to meet our environmental obligations. That's why we need improved rail links to provide access from across the UK to our airports for both passengers and staff, and increase rail's modal share of travel. Only rail can save us from gridlock."

"At Heathrow, the Western and Southern rail access links are essential, as is a connection with HS2 via Crossrail. Crossrail must serve the main Heathrow terminals. Gatwick already has good regional rail connections with Thameslink, but it needs a far more resilient railway, and there are a number of options that can be developed there. In the shorter term there's a real need for a faster and more reliable high-capacity rail link to Stansted, which already has spare capacity and the option of expanding in the future." Ends.

See www.railfuture.org.uk/Railfuture+in+the+news



Read our www.railfuture.org.uk/Press+releases

London and South Coast Rail Corridor – study findings found?

Ahead of the Chancellor of the Exchequer's Autumn Statement, expected to coincide with publication of the study's findings, we published '***Investing for growth***'.

We urged the Chancellor to commit government to a long-term infrastructure investment programme to:

- + deliver improved connectivity for Docklands as London's second and growing economic hub and for Gatwick as the capital's second airport, and
- + meet continually-growing travel demand between London, Gatwick and the south coast.

When the Thameslink Programme upgrade is complete, the fleet of new Class 700 trains is expected to provide additional capacity. Network Rail's 2015 Sussex Area Route Study considered that the following packages of enhancements would provide sufficient capacity to meet growth until 2043:

- ~ Two extra platforms at East Croydon, a sixth track between East Croydon and Windmill Bridge Junction to its north, and more grade separation in the area of Windmill Bridge Junction, to be delivered between 2019 and 2024. Commercial development above East Croydon station will provide part of the funding. This will allow 8 extra trains per hour through East Croydon, but the constraints on Network Rail's delivery capability mean this will not be complete until 2030.
- ~ Quadruple track at Wivelsfield, grade separation at Keymer Junction to its south, and track layout changes at Hove, to be delivered between 2024 and 2029. This would allow 3 extra trains per hour between Haywards Heath and Hove, but constraints on delivery capability mean that Network Rail now hopes to deliver this extra capacity through new digital signalling systems.



This was based on the assumption that the Class 700s would provide the necessary extra capacity to 2043 by accommodating four standing passengers per square metre between Gatwick and London. By contrast the ITT for the new South Western franchise starting next October makes it clear that their new and similar Class 707 trains, with the same internal layout, will only accommodate three standing passengers per square metre; the same standing allowance should be used for the Class 700s. Meanwhile travel demand continues to grow faster than assumed by the Route Study; therefore the extra capacity proposed by Network Rail will be used up as soon as, or before, it is delivered.

Despite the decision for an extra runway at Heathrow rather than Gatwick, air passenger volumes at Gatwick and therefore the need for better connectivity for Gatwick will continue to increase. An ongoing programme of infrastructure investment must therefore be planned now to deliver further capacity and connectivity enhancements well before 2043, otherwise growth in travel will rapidly outstrip the capacity available and performance on the route will fall back.

Read more at www.railfuture.org.uk/Thameslink+2

The London & South Coast Rail Corridor Study was set up to evaluate options to provide that extra capacity:

~ **Thameslink 2.** National Infrastructure Commission's report in March on the case for transport investment in London commented favourably on a route linking the Lea Valley line via Stratford, Canary Wharf, Lewisham and East Croydon. It would relieve the Brighton Main Line between East Croydon and London, provide direct connectivity between Docklands and Gatwick, and support economic growth in south-east and north-east London by overcoming the barrier effect of the Thames. Additional tracks will be needed between East Croydon and South Croydon. Thameslink 2 could provide extra capacity for trains on the South Eastern route, which will reach the limits of terminal capacity in 2024, providing a direct connection with Docklands avoiding Zone 1 and thereby avoiding the need for an expensive and disruptive expansion of Charing Cross.



~ **Further enhancements** between Three Bridges and Brighton, with grade separation at Preston Park and more sections of quadruple track. This would enable additional trains, improve performance and reduce journey times. Quadruple track throughout would be prohibitively expensive due to the tunnels at Balcombe, Clayton and Patcham, and Balcombe Viaduct.

~ **Automatic Train Operation.** The Thameslink core between St. Pancras and Blackfriars will use ATO from 2018. This could be extended to the whole line between London and Brighton, enabling a significant increase in train frequency and therefore capacity.

~ **Additional main line.** Reinstating Uckfield – Lewes and redoubling the Uckfield line has been proposed to provide extra capacity to and from Brighton. The Sussex Area Route Study makes clear that Network Rail do *not* view this as a 'no-brainer', as journey times would be significantly longer than via Haywards Heath.

We urged government to commit to an infrastructure investment programme including Thameslink 2 and further enhancements to the existing Brighton Main Line including Automatic Train Operation. These are the only way to provide extra connectivity for Gatwick and Docklands, and extra capacity to areas where housing development is planned. Implementing these enhancements is however likely to be very disruptive for commuters and business and leisure travellers on the Brighton line, who have already suffered significant disruption from disputes and the Thameslink upgrade.

This investment programme should include reinstating Uckfield – Lewes and redoubling, re-signalling and electrifying the Uckfield line, not primarily to provide extra capacity to and from Brighton but to:

- ~ provide a diversionary route whilst major enhancements are undertaken on the Brighton Main Line, and for other planned and unplanned disruptions
- ~ provide access to jobs, education and leisure in/near Brighton to support economic growth in East Sussex.

Improved Docklands – Gatwick connectivity should incentivise private funds to accelerate the programme.

Read more at www.railfuture.org.uk/Uckfield+Lewes

Double upgrade for MarshLink?

Two potential developments Railfuture is campaigning for, through its Sussex and Coastway Division, offer the tantalising prospect of this investment-starved route at long last gaining attention and recognition of its potential contribution to the economic success of rural and coastal communities in the east of East Sussex.

It's now almost three years since an AGM of the Rye-based, Railfuture-affiliated MarshLink Action Group (MLAG) <https://marshlinkaction.wordpress.com> first heard from Network Rail, in the context of major and extended disruption to the Hastings-St. Leonards-Tonbridge route due to several landslips, of their new approach to improving the resilience and performance of rail access to and from that part of East Sussex. In short, the best option seen then and since is to enable services to/from London St. Pancras International and Stratford International to reach Bexhill, St. Leonards, Hastings and Rye via Ashford International.



E. Sussex coast HS1 towns Hastings (l) and Bexhill (r)

Regular readers will already be familiar with the previous Chancellor of the Exchequer's statement in his July 2015 Budget Report, reported in previous issues of this quarterly newsletter **railse** available in <http://www.railfuture.org.uk/London+and+South+East+branch+news> about "options for funding after 2019". The previous issue reported that the draft Kent Area Route Study, instructed to "include extending High Speed 1 services to Hastings and Rye", was due to be published by Network Rail in September for a 90-day consultation. That has since become 'by November'.

The Route Study will be the first formal opportunity to embed the infrastructure changes necessary to deliver the 'conditional output' of shorter journey-times between the east of East Sussex and London via HS1 in the official processes leading up to that 'after 2019'. Its timing is crucial in two respects – one is the imminent re-franchising of the South Eastern franchise with which it is intended to align, the other is the final stages of those official processes which will culminate in the Transport Secretary publishing his High Level Output Specification (HLOS) and Statement of Funds Available (SoFA) for 2019-24 in May/June next year.

It had been expected that the DfT would by now have initiated the process towards a new franchise for South Eastern with publication of a Prospectus, launch of a public consultation, and invitation to potential bidders to register their Expressions of Interest. While the new franchise will be expected to procure additional HS1- and MarshLink-compatible rolling stock, its delivery in the early/mid-2020s is expected to coincide with completion of track works at Ashford International to make a new connection between HS1 and MarshLink.

Before then, the timetable changes planned by GTR for 2018 – in January, May and December – present both challenge and opportunity for MarshLink services. The consultation <http://www.thameslinkrailway.com/your-journey/timetable-consultation> begun in September closes in early-December and in recognition of crowding problems along the Ashford-Brighton service it offers options. In the absence of suitable additional diesel rolling stock within the next two years, continuation of the through service would continue those crowding problems. We and others along East Coastway contend however that the through service could be continued AND crowding problems resolved if the plan for some bi-mode Electrostar trains, first mooted a year ago, were to be implemented. In our view DfT and GTR need to be lobbied by local politicians and public to come good on the 14-month 'decision to delivery' timescale offered a year ago, still just in time for the May 2018 timetable change.

Two other options involve breaking the through service, either at Hastings or Eastbourne, with the Turbostars running east of the break point and Electrostars west to and from Brighton. Railfuture's 'Plan B' is a less disruptive break at Eastbourne but with the Electrostar service from Brighton overlapping to Hastings. This would give Bexhill an increase to four trains per hour, and better connections at St. Leonards with Tonbridge services. We also advocate experimental summer services until the end of this franchise on Sundays at Normans Bay and at weekends at Pevensey Bay.

As reported before, other local aspirations Railfuture supports are a later last return service between Hastings and Ashford, probably by returning the 21.21 arrival in Brighton as a 21.30 departure to Ashford and then from there back to Hastings at 23.33, and an all-day/every-day service at Ore on the back of the time-saving achieved through the promised line-speed improvement between Ore and Doleham by 2019.



How many 3-letter stations besides Rye (l) and Ore (r)?

Elsewhere along East Coastway, the consultation proposes a welcome additional Brighton-Lewes shuttle to give 6tph between the two centres, and help relieve the Brighton-Ashford Turbostars if they're retained as a limited-stop through service. The three weekday peak services direct between Seaford and London, splitting/joining at Lewes, could be discontinued to reduce risk to performance and give a consistent all-day half-hourly Seaford-Brighton service. Cooksbridge could gain an all-day/every-day alternate-hourly service, but at the cost of Plumpton's hourly service reduced to match.

This first-phase consultation affects weekday services between 07.00 and 22.00. A second phase will follow in late spring/early summer on the whole timetable.

Find out more at www.railfuture.org.uk/Marshlink

Community Rail Award winners

There are six from our region in the Association of Community Rail Partnerships' 2016 awards. See <http://acorp.uk.com/eventsawards/community-rail-awards> for full details of all the winners.

~ Involving Diverse Groups – Sponsored by Arriva UK Rail.

2nd - Govia Thameslink Railway and Sussex CRP - Try the Train experience.

~ Community Art Schemes – Permanent Projects – Sponsored by Govia.

1st - West Kent Extra, Edenbridge Town Youth Club, Edenbridge Churches Youth Group & Graham Upton (facilitated by Sussex CRP) - Edenbridge Town Station Underpass Art Project.

3rd - Sarah Bracey, Essex & South Suffolk CRP - Dreary to Cheery - Braintree Freeport Station Shelter Project.

~ Community Art Schemes – Renewable & Smaller Projects – Sponsored by Govia.

3rd - Essex & South Suffolk CRP, Abellio Greater Anglia and The Level Best Café - Competition on the Sunshine Coast Line.

~ It's Your Station – Sponsored by Northern.

Top Silver – Friends of Cricklewood Station.

~ Outstanding Volunteer Contribution – Sponsored by TransPennine Express.

1st and Lifetime Achievement - Mike FitzGerald, Kent CRP.

National Rail Award winners

There are six winners and eight high commendations from in and around our region this year:

~ Civil engineering achievement of the year –

Cremorne Bridge (Chelsea river bridge) repair.

~ Major station of the year – **Brighton**.

~ Maintenance team of the year – **MTR Crossrail**; (highly commended – fatality cleaning team, GTR.)

~ Putting passengers first – **London Underground**'s customer service training programme.

~ Project of the year – (highly commended – Thameslink 'outer areas' packages).

~ Sustainability award – (highly commended – London Bridge station redevelopment).

~ Outstanding teamwork award – **Acton Wells junction project**; (highly commended – Crossrail West Christmas 2015 works).

~ Passenger operator of year – **London Overground**; (highly commended – Chiltern).

~ Outstanding personal contributions, frontline and management – from **South West Trains** and **LOROL**; (highly commended entries from East Midlands Trains, Abellio Greater Anglia and Govia Thameslink Railway).

Branch AGM 2017 – Notice 1 of 2

The next **Annual General Meeting** of the London and South East Branch of Railfuture will be held in **London** on **Saturday 29 April 2017** at 14.00. There will be an **open meeting with guest speakers** in the morning. Venue, speakers and Agenda for the AGM will be published in your March newsletter no.135.

Nominations are now invited for Branch Chairman, Vice-Chairman, Hon. Secretary and Hon. Treasurer, and up to six other members for the Branch committee. Nomination forms are available from the Branch's Hon. Secretary Graham Morrison – see contacts on back page. Candidates must be proposed and seconded, with their nominations signed by both, and sent with signed confirmation of acceptance by the nominee. All three (proposer, seconder, nominee) must be currently paid-up Railfuture members and must state their membership numbers; Hon. Membership Secretary Chris Page can confirm those numbers – see contacts on back page. When accepting nomination for any of the four elected officer posts, all candidates must declare whether or not they would accept a non-officer position on the Branch committee, in case they are not successful in a ballot for that officer post. Nominations must be accompanied by a candidate CV and Election Statement, of no more than 100 words each, and sent to the Branch Electoral Returning Officer Dick Tyler, 27 Windsor Road, Bexhill, East Sussex, TN39 3PB, to arrive no later than **Saturday 21 January 2017**.

Motions for debate, and possible amendment, at the AGM are also invited now. This arrangement is intended to enable the whole Branch membership to be aware of Motions for debate at their AGM in advance of the meeting, so widening the opportunity for participation. This provision will not prevent the acceptance of emergency Motions at the discretion of the Chairman, and by those present at the AGM, in circumstances judged not reasonably foreseeable at the time of the deadline for the receipt of conventional Motions, which is also **Saturday 21 January 2017**.

Motions - to be on Branch organisation, policy or strategy - should be brief, to the point, indicate to whom each is addressed for action, and must be proposed, seconded, signed by both who must be paid-up members of Railfuture (quoting membership numbers), and sent to Hon. Secretary Graham Morrison.

The next issue of Branch newsletter **railse** no.135 in March will, in the event of a ballot, include a numbered ballot paper together with voting instructions (which will include provision for supplying your membership number as well as postcode, which only the Electoral Returning Officer will see), together with the candidate CVs and their Election Statements. The ballot paper must then be returned to the Electoral Returning Officer, to be received by him no later than the stipulated date which is likely to be by early-April 2016. The next Branch newsletter will also include details of submitted Motions duly proposed and seconded. Any proposed amendments should then be notified in writing to Branch Chairman Keith Dyall to arrive no later than ten clear working days before the AGM i.e. with Easter, no later than **Wednesday 12 April 2017**.

L and SE Campaigns Calendar

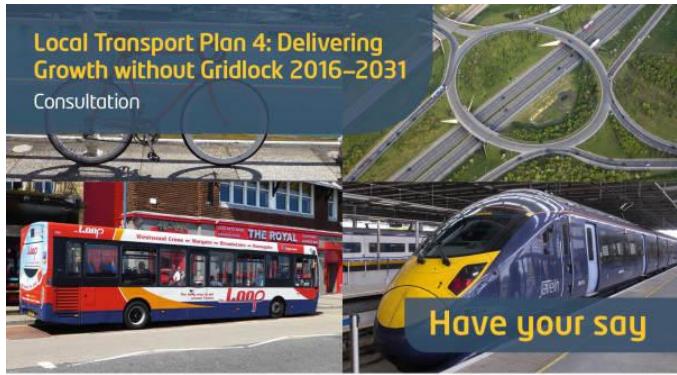
As usual we close with a review of some campaigning activities, since September's newsletter, plus a preview of some interesting/important events. Our consultation responses are in www.railfuture.org.uk/submissions

Consultation by the DfT on the future of the **InterCity West Coast** rail franchise closed in August. We contributed to Railfuture's Passenger Group response.

Consultation on Network Rail's latest draft Route Study, for the **West Midlands and Chilterns**, closed in September. We contributed to Railfuture's Infrastructure and Networks Group's response. See www.networkrail.co.uk/long-term-planning-process/West-Midlands-and-Chilterns-Route-Study

London TravelWatch conducted an online Review of **London Underground ticket office closures** on behalf of the Mayor of London, which ended in October and to which we responded. See <http://www.londontravelwatch.org.uk/ticketofficereview>

Kent County Council consulted on its proposed **LTP4**. The branch's Kent Division led on our response which is in '/Submissions' under Local Authorities.



Kent County Council's consultation closed end-October

Consultation on Network Rail's **Freight Network Study** closed in November. Railfuture's Freight Group sent in our response. See www.networkrail.co.uk/long-term-planning-process/Freight-Network-Study

Following the Pre-Inquiry meeting in early-September for TfL's Transport & Works Act Order application for the **Barking Riverside Extension**, the full Inquiry started in mid-October. As we have been a consistent supporter your Branch's Vice-Chair attended for two of the four days which is all the Public Inquiry took.

As we close for press the draft South East Route: **Kent Area Route Study** is due out for 90-day consultation.

We have maintained our active participation in a variety of meetings and events run by partner organisations, such as the five line CRPs within Sussex Community Rail Partnership and its Strategic Advisory Board, Kent CRP, Gatwick Airport Transport Forum, Brighton Transport Partnership, Uckfield Railway Line Parishes Committee, and train operators' stakeholder forums.

See 'News and Views' www.railfuture.org.uk/articles

Forthcoming dates for your diaries and calendars
Find further details in www.railfuture.org.uk/events

Saturday 3 December East Anglia branch meeting in Cambridge with Jamie Burles MD Greater Anglia.

Tuesday 6 December ORR publishes 2015/16 station usage estimates - <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>

Thursday 8 December End of consultation on GTR's 2018 timetable www.thameslinkrailway.com/your-journey/timetable-consultation

Sunday 11 December Timetable changes, including start of Chiltern's London Marylebone-Oxford services.

Monday 12 December Free evening talk in Ipswich – "Crossrail project update".

Wednesday 14 December End of consultation on Hertfordshire County Council's Transport Vision 2050 www.hertfordshire.gov.uk/your-council/consult/transportconsult/TV2050

Tuesday 20 December Free evening talk in Woking – "Disconnected! Broken links in Britain's rail policy" by Chris Austin OBE. Buy at www.railfuture.org.uk/shop

Thursday 5 January Sussex & Coastway Division.

Thursday 5 January Free evening talk in Ashford – "Infrastructure challenges in Kent".

Wednesday 11 January Eastern Division.

Tuesday 17 January Free evening talk in Redhill – "The Vivarail D-train – delivering local rail solutions" by Adrian Shooter CBE, a Railfuture Vice-President.

Monday 23 January Final copy date for your letters, articles and pictures to appear in April's **railwatch** 151. Send them direct to editor@railwatch.org.uk

Tuesday 24 January L & SE Branch committee.

Tuesday 31 January Final copy date for **railse** 135, London & SE branch Local Action in **railwatch** 151. Send campaign news to rf-southeast@railfuture.org.uk

Tuesday 7 February Free evening talk in Lewes – "Ten ways to grow passenger journeys".

Thursday 9 February Sussex & Coastway Division.

Saturday 18 February Kent Division.

Tuesday 21 February Free evening talk in Redhill – "Rail, road and intermodal freight – international view"

Tuesday 7 March Free evening talk in Lewes – "An illustrated history of the Spa Valley Railway".

Wednesday 8 March Eastern Division.

Thursday 9 March Sussex & Coastway Division.

Saturday-Sunday 25-26 March Railfuture stall at annual railway exhibition, Alexandra Palace, London.

Full details always in www.railfuture.org.uk/events

Branch divisions' meetings – open to all branch members, visitors welcome

Eastern [s. Essex and n. & e. London] – meets second Wednesday of odd-numbered months, at 18.30 in Stratford, E15 4PH – next on **11 January** then **8 March**. Division Convener is Howard Thomas (opposite). See www.railfuture.org.uk/Eastern

Herts & Beds – meets in St.Albans.

Division Convener is Keith Dyall (opposite). See www.railfuture.org.uk/Herts+and+Beds

Kent – meets quarterly on the third Saturday, in varying Kent venues – next at 14.00 on **18 February**. Contact Division co-Conveners Chris Fribbins at chris.fribbins@railfuture.org.uk or at 42 Quickrells Avenue, Cliffe, Rochester, Kent, ME3 7RB, or tel: 01634 566256; and Ian Killberry at ian.killberry@railfuture.org.uk or at 11 Western Road, Deal, Kent, CT14 6RX, or tel: 01304 362569. See www.railfuture.org.uk/Kent

Surrey – meets twice-yearly. Division Convener Chris Page (opposite). See www.railfuture.org.uk/Surrey

Sussex & Coastway – meets monthly, usually on the first Thursday at 18.00, in varying Sussex venues. Next on **5 January** then **9 February, 9 March**. Contact our Minutes Secretary Michael Davies at michael.j.davies21@btinternet.com or at 17 Linden Grove, Lindfield, Haywards Heath, West Sussex, RH16 2EE, or tel. 01444 482024. See www.railfuture.org.uk/Sussex+and+Coastway

Our most haunted stations!

This being the post-Halloween edition of **railse**, those with phasmophobia should be warned that of the UK's 17 most haunted stations seven are in our area. Tube stations at Covent Garden, Hyde Park Corner and Aldwych are listed, as are Moulsecoomb, the former Addiscombe, and Balcombe and Clayton tunnels between stations on the Brighton mainline. Dare to see <https://blog.partycasino.com/uk-haunted-train-stations/> !

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**

The copy deadline for **railse** issue 135, due to be published in March 2017, will be Tuesday 31 January 2017
Items for this newsletter and our branch Local Action column in **railwatch** to be sent to rf-southeast@railfuture.org.uk

Our four branch neighbours

These and other branches' websites, with their **events** and **newsletters**, in www.railfuture.org.uk/branches

East Anglia – contact Secretary Paul Hollinghurst – eastanglia@railfuture.org.uk

Board liaison is via Director Jerry Alderson.

East Midlands – contact is Secretary Roger Bacon – eastmidlands@railfuture.org.uk

Board liaison via national Finance Officer David Harby.

Thames Valley – contact is Branch Secretary Andrew McCallum – thamesvalley@railfuture.org.uk

Board liaison is via Director Roger Blake (below).

Wessex – contact is Branch Secretary Tony Smale – wessex@railfuture.org.uk

Board liaison is via Director Stewart Palmer.

Branch committee meetings

Open for any of our members to attend, as observers, held at 14.00 on alternate fourth Tuesdays in London. The next one will be on **24 January** then on **28 March**. Please give advance notice to our Secretary, below.

London and SE Branch officers

Branch Chairman: Keith Dyall, 26 Millway, Mill Hill, London, NW7 3RB.
tel: 020 8959 7147; keith.dyall@railfuture.org.uk

Vice-Chairman: Roger Blake, 70 Dynevor Road, Stoke Newington, London, N16 0DX.
tel: 020 7254 1580; roger.blake@railfuture.org.uk

Secretary: Graham Morrison, 13 Listria Park, Stoke Newington, London, N16 5SW.
tel: 020 7502 1062; graham.morrison@railfuture.org.uk

Treasurer: Howard Thomas, 24 South Primrose Hill, Chelmsford, Essex, CM1 2RG.
tel: 01245 280503; howard.thomas@railfuture.org.uk

Membership Secretary: Chris Page, 'Clara Vale', Thibet Road, Sandhurst, Berkshire, GU47 9AR.
tel: 01344 778643; chris.page@railfuture.org.uk



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Websites: www.railfuture.org.uk www.railfuturescotland.org.uk www.railfuturewales.org.uk
www.railwatch.org.uk

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